City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

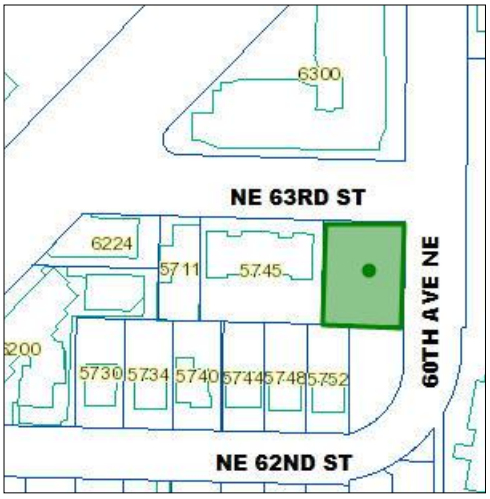
DESIGN REVIEW

FINAL RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number:	3015961
Address:	5755 NE 63rd Street
Applicant:	Jeff Wegener, Build Urban
Date of Meeting:	Monday, January 12, 2015
Board Members Present:	Martine Zettle (Chair) Ivana Begley Eric Blank Julia Levitt
Board Members Absent:	Christina Pizana
DPD Staff Present:	Lindsay King

SITE & VICINITY

Site Zone:	Neighborhood Commercial Two (NC2-40)
Nearby Zones:	North: NC2-40 South: SF5000 East: SF5000 West: NC2-40
Lot Area:	8,115 sq. ft.
Current Development:	Vacant



Surrounding Development: The subject site is located on the northwest corner of NE 63rd Street and 60th Avenue NE. The subject lot and lots to the north and west are zoned Neighborhood Commercial Two (NC2-40). Lots to the south and east are zoned Single Family (SF5000). The site contains one parcel with an existing public utility use. The vacant site is surrounded by a fenced enclosure and existing mature screening vegetation including three exceptional trees, two along the south property line and one in the northwest corner. The site contains an approximately 8 foot grade change from the northwest corner, the low point, to the southeast corner, the high point. To the west and north of the subject lot are existing four story apartment buildings. To the south is an existing parking lot accessory to the Sand Point Elementary school which is located across 60th Avenue NE.

ECAs: None

Neighborhood Character: This neighborhood includes multifamily housing, community services, restaurants and shopping. One block to the northwest is Sand Point Way NE. Sand Point Way NE functions as a major vehicular and transit connector between University of Washington within the Montlake Neighborhood and the development along the west side of Lake Washington. Sand Point Way NE contains a number of multi-story multifamily structures, larger warehouse uses including the National Archives, medical service uses including Children's Hospital and small one story commercial spaces. One block to the north is the Sand Point Magnusson Park. Sandpoint Way NE is generally zoned multifamily, with some pockets of commercial zoning. One block off of Sand Point Way NE, zoning transitions to Single Family (SF500) where the primary uses are single family homes. Within walking distance from the site services are limited but include a restaurant, school and park. Natural amenities in the area include Lake Washington and Sand Point Magnusson Park.

Metro bus routes provide limited service along Sand Point Way. The Burke Gilman Trail is located two blocks to the west providing pedestrian and bicycle service to the north and south to the University of Washington with connections to multiple locations. Sandpoint Way NE is designated as a principal arterial. NE 63rd Street and 60th Avenue NE have no special classifications.

NE 63rd Street is characterized by four story multifamily structures with generous street setbacks containing mature vegetation. The buildings maintain a uniform, multi-story street wall with balconies facing the street. 60th Avenue NE is characterized by the existing public school, accessory parking lot and single family homes. Structures are predominately wood frame construction.

PROJECT DESCRIPTION

Design Review Early Design Guidance for one 4-story structure containing 3 live/work units; one 4-story structure containing 3 townhouse units; and one 3-story unit over a shared garage. Surface parking for 2 vehicles to be provided and parking for 6 vehicles to be located within the structures.

EARLY DESIGN GUIDANCE MEETING: April 7, 2014

DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3015961) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the project file (project number 3015961), by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:

- Felt the proposed building will not fit within the existing neighborhood character.
- Concerned about the height of the proposed structure.
- Noted that existing trees and shrubbery are not well maintained.
- Would like to see the south wall softened with vertical landscaping.
- Noted that on street parking is limited within the neighborhood.
- Would like to see exterior materials respectful of the existing neighborhood residential material context.
- Noted there are a number of beautiful mature trees on the site in addition to the three exceptional trees identified.
- Concerned the proposed design is barren and more landscaping efforts are necessary for the building to fit within the neighborhood.
- Would like to see more open space.

- Felt live-work is not an appropriate use within the residential neighborhood.
- Felt the early design is disappointing.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines of highest priority for this project.

EARLY DESIGN GUIDANCE March 19, 2014

1. Massing. The Board felt Massing Option 3 provided the better design solution.

a) The Board preferred the massing option which maintains two exceptional trees within a 15 feet setback along the shared south property line. The Board agreed a dense landscape buffer was necessary within the setback space regardless of whether the Exceptional Trees remained (CS1-D1, CS2-D)
b) The Board agreed that it would be very hard to maintain the Exceptional Tree along the north property line given the 'lean' in the tree. The Board felt the tree should not be maintained (CS1-D1).
c) The Board preferred vehicle access on NE 63rd Street. NE 63rd Street provides access closer to the main arterial on Sandpoint Way NE and reduces car and pedestrian conflicts next to the elementary school. The Board also noted that 63rd is the low point of the site and generally preferred for vehicle access (PL1-B, DC1-B).
d) The Board noted Massing Option 3 provides vehicles parking for each unit while also breaking the mass to reduce the apparent bulk facing the single family zone (DC1-B, CS2-D).

2. Live Work and Townhouse Units. The Board was concerned about the viability of live work units facing NE 63rd Street.

a) The Board noted that context is important for the success of the live work units, and the Board agreed that this location may not be viable (PL1-B).
b) The Board felt for live work units to be successful they must be designed for a viable work space, be highly transparent and face NE 63rd Street. The Board agreed commercial space must be open and inviting and read as a different language than the townhouse units (PL3-B3).
c) The Board stated they were open to townhouse units facing NE 63rd Street rather than live work units. The Board also noted they would be amenable to departure requests from required street level setbacks for townhouse units provided the space between the townhouse unit and the street was treated appropriately to provide a semiprivate transition space (PL3-B).
d) The Board noted that the applicant must demonstrate additional efforts to develop the respective streetscapes. The Board agreed the townhouse pedestrian stoops appeared too high for a successful relationship with the sidewalk. The Board felt the floor level should be as close to 4 feet above grade as possible.

e) The Board noted the street level treatment for townhouse units and live work units should be distinct to distinguish one from the other (PL3-B).
f) At the Recommendation Meeting, the Board would like to see substantial landscaping, with cues taken from the existing neighborhood context, in the rights-of-way (CS1-D1).

3. **Vehicle Access and Incorporating a Woonerf Design**. The Board would like the applicant to investigate use of a woonerf, with shared vehicular and pedestrian spaces.
   a) The Board felt the site design could be enhanced by creating a shared woonerf space incorporating residential amenity spaces, pedestrian circulation, car access and landscaping. The Board noted that additional details for the programming of the space, paving, lighting and landscaping must be provided. The Board noted that the vehicular function of the space must be minimized for the auto court design to be successful on the site (DC1-B)
   b) The Board felt a woonerf design must include a study of how people access the space. The Board felt the access locations should include a study of communal living and provide spaces for shared life (DC1-B)
   c) At the Recommendation Meeting, the Board would like to see more information about the car movements within the court and the location of private and shared bike facilities (PL4-B).

3. Architectural Context and Materials. The Board noted the proposed building is located within a neighborhood with a well-defined material and architectural character.
   a) The Board supported the proposed architectural concept which includes a more contemporary design. The Board felt that the architectural concept should incorporate material and design cues from traditional neighborhood context in order for the building relate to the existing defined character (CS3-A, DC4-A).
   b) The Board requested a thorough analysis of the existing neighborhood architectural context. At the Recommendation Meeting, the Board would like to see how the evolution of the site design, architectural concept is responsive and complementary to the existing neighborhood context and material application. The Board suggested that an analysis of existing exemplary design case studies in the neighborhood be developed to inform the design progress. The Board noted that Radford Court provided a good example of modern architecture in a more traditional setting (CS3-A, DC4-A).
   c) The Board would like more information showing how the design parti and material application will reduce the scale of the building, particularly on the facades facing the residential use to the west and the single family zone to the south (DC2-A, B and D DC4-A).

4. **Maximize Privacy.** The development should provide privacy for the adjacent structures.
   a) The Board requested a privacy study in elevation views documenting existing windows whose privacy will be impacted by proposed development. The location of existing windows should inform the location of proposed windows. (CS2-D5).

FINAL RECOMMENDATION MEETING: January 12, 2015

The packet includes materials presented at the Recommendation meeting, and is available online by entering the project number at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp

or contacting the Public Resource Center at DPD:

Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
Seattle, WA 98124
Email: PRC@seattle.gov

DESIGN DEVELOPMENT

At the Final Recommendation Meeting, the applicant presented the Board's preferred massing option, developed in response to the Early Design Guidance, and described the massing, pedestrian experience and material refinement.

The applicant presented a revised project proposal that locates townhouse units along NE 60th Street rather than live work units, as presented at the Early Design Guidance Meeting. The applicant explained that the townhouse units have been stepped to respond to sloping street topography. The stepped massing visually identifies each unit while reducing the scale of the structure at the corner. The corner unit rooftop deck has been recessed to remove the parapet at the street corner further reducing the scale of the structure at the corner.

The right-of-way will include substantial landscaping to provide continuity with adjacent residential developments. Cross over pavers will be located within the right-of-way to allow pedestrian connection between the sidewalk and the street while maintaining the viability of the landscaping.

The woonerf will include two types of pavers to add pedestrian scale while also highlighting the pedestrian entry points. The entrance to the woonerf has been reduced to the minimum necessary flanked by dense landscaping and the Accessory Dwelling Unit entries on either side. The reduced width is intended to slow vehicle entry and announce the space as shared by pedestrians and cars. The applicant has added metal and glass garage doors to the woonerf space to allow additional light to spill into the space while proving a quality material application at ground level. Shared bike facilities and a bench have been added to the woonerf.

Along the south property line the two Exceptional Trees have been maintained. The area adjacent to the trees will include a variety of landscaping to further buffer the adjacent single family home from the new development.

PUBLIC COMMENTS

There were no member of the public were in attendance at the Recommendation meeting held January 26, 2015.

PRIORITIES & BOARD RECOMMENDATIONS

At the Recommendation meeting, the Board discussed the response to the EDG and offered the following recommendations for the proposal to meet the applicable Design Review Guidelines identified at the EDG meeting.

1. **Architectural Concept and Materials.** The design includes a combination of grey and black cement panel siding and tongue and groove wood siding applied on the façade above the primary street facing entries and along the bays within the woonerf space. The design also includes black vinyl windows and blank anodized with satin etched glass garage doors.
    a) The Board was supportive of the massing which includes units stepping down along the street to follow the sloping topography (CS1-C).
    b) The Board felt the changes to the corner massing, including the recessed deck and removed parapet, provided a successful massing response to the corner DC2-A2).
    c) The Board agreed the material palette successfully balanced form and color, noting the black windows were important to the overall composition (DC4-A1).
    d) The Board felt that the green wall provided on the north façade facing the street should be modified to provide a better proportion to align with the height of the railing deck railing and the width of the window. The Board also agreed that the overall composition would be more successful if the green wall structure was painted to match the trim of the building (DC2-B2).

2. **Woonerf.** The Board was pleased with the design of the woonerf space.
    a) The Board felt the applicant clearly demonstrated how the woonerf space would function with both cars and pedestrians (DC1-C3).
    b) The Board noted that the woonerf space will be successful due to the reduced driveway width, choice of two pavers, the garage doors and the primary entry points within the space. The Board felt strongly that each element was integral to the overall design and must be maintained at building permit and construction (DC1-C, DC4-A1).

3. **Streetscape and Entry Stoops on 60th Avenue NE.** The design locates the residential entries approximately 3.5 feet from the street property line. The finished floor of the entries are currently located approximately 4 feet above sidewalk grade. The street facing window is located at 5 feet above sidewalk grade.
    a) The Board felt the streetscape, with residential windows at 5 feet above the sidewalk, provided a successful balance between privacy and eyes on the street. The Board agreed that stoops located at approximately 4 feet above sidewalk grade were preferable (PL3-B).

b) The Board was amenable to slight modifications to the stoop height as necessary to accommodate the grading on the site. The Board agreed that the stoops must be located a minimum of 3 feet above the sidewalk (PL3-B).

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines are summarized below. For the full text please visit the Design Review website.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendations on departures are based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure.

1. **Street Level Development Standards (SMC 23.47A.008 D2**): The Code requires residential use to be setback 10 feet from the street property line or be located 4 feet below or above sidewalk grade. The applicant proposes a setback less than 10 feet for units that are less than 4 feet above grade.

The Board unanimously approved the proposed departure request to allow the residential entry to be located less than four feet above sidewalk grade. The current design meets the land use code requirement, but the applicant anticipates once the final grading design for the site is determined that a minor departure may be necessary. The Board agreed that the design which locates the residential windows approximately 5 feet above the sidewalk elevation balances privacy with keeping eyes on the street. The Board was amenable to a departure provided the stoop is located a minimum of 3 feet above sidewalk grade. The proposed departure request and associated street level residential design better meets the intent of Design Guideline PL3-B Ground Level Residential Uses.

2. **Vehicle Access (SMC 23.47A.032 A1c and C**): The Code requires access from 60th Avenue NE. The applicant has requested a departure to allow access from NE 63rd Street consistent with the Board's guidance at EDG.

The Board unanimously approved the proposed departure request to allow access from NE 63rd Street. The Board agreed that access should be located so that it away from the pedestrian sidewalk adjacent to the school. The proposed departure request to allow access from NE 63rd Street better meets the intent of Design Review Guideline DC1-B Access Location and Design.

3. **Blank Facades (SMC 23.47A.008 A2c**): The Code allows a maximum of 40% blank façade at the street level street facing façade. The applicant requests more than 100% on the north elevation of building 1.

The Board unanimously approved the departure request for the blank façade along the north façade. The Board agreed that overall streetscape design with the proposed green wall better meets the intent of adopted Design Guideline PL3-B Ground Level Residential Uses.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated January 12, 2015, and the materials shown and verbally described by the applicant at the January 12, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, four of the four Design Review Board members recommended APPROVAL of the subject design.